

Later this month, Dr. Pittman will become the 83rd President of the American Optometric Association, a professional association of specialized doctors with more 34,000 members nationwide. I join with Dr. Pittman's friends and neighbors in Mexia in congratulating him on this prestigious achievement and wishing him the very best in all his future endeavors.

INTRODUCTION OF THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION ACT

HON. WAYNE T. GILCHREST

OF MARYLAND

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 17, 2004

Mr. GILCHREST. Mr. Speaker, I am pleased to join my colleague, Representative EHLERS, in introducing the National Oceanic and Atmospheric Administration Act at the request of this Administration. Our Subcommittees in the Science and House Resources Committees share jurisdiction over authorization of the National Oceanic and Atmospheric Administration, or NOAA, programs and I'm proud to say we work well together. Our joint introduction of a NOAA organic act is just one step in our commitment to work together to solidify and better support NOAA agency functions.

NOAA performs a number of vital services to the nation, including the monitoring and management of our oceans, monitoring meteorological trends, and making life-saving storm predictions. Its job is to bring together many pieces of complex oceanic and atmospheric systems so that we can best understand and utilize them as good stewards. Our very lives, particularly along the coasts, depend upon many of NOAA's functions and our future, especially as we observe the impacts of atmospheric, surface and ocean warming trends, rests on how well we support this work. NOAA's work emphasizes an ecosystem approach and enables the U.S. to best manage our place in the global environment as well as the impacts of global changes on us. This effort, given its many and diverse pieces and constituents, needs strong and central leadership and coordination, just as steering a ship requires a captain and a plan.

Because NOAA does not have a single organic act that requires the agency budget, as a whole, to be authorized on an annual basis and because many NOAA programs are authorized under different public laws and committees of jurisdiction, NOAA programs may be authorized at different times. NOAA's functions, in the contexts of many laws with varying purposes, are difficult to oversee and for the agency to fulfill under these circumstances. In light of these challenges, NOAA has done well, and by crafting an organic act for the agency, the Administration has taken the first important step toward the leadership we need to strengthen NOAA's role.

As one of the key recommendations of the U.S. Commission on Ocean Policy, this effort is a necessary component to improving our ocean management. I look forward to working with Representative EHLERS and my colleagues on both the Resources and Science Committees and the Administration with this important legislation and on continuing to pursue and create greater central coordination of ocean policy issues.

INTRODUCTION OF AN ACT TO ESTABLISH THE NATIONAL OCEANIC AND ATMOSPHERIC ADMINISTRATION

HON. VERNON J. EHLERS

OF MICHIGAN

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 17, 2004

Mr. EHLERS. Mr. Speaker, today I am pleased, along with my colleague from Maryland, Mr. GILCHREST, to introduce the President's bill to establish the National Oceanic and Atmospheric Administration (NOAA). As Chairmen of the House subcommittees with jurisdiction over NOAA, we are introducing this bill as a courtesy to the President.

NOAA was created by Executive Order in 1970. Since that time Congress has not passed a comprehensive law describing the mission of the agency. On April 20, the U.S. Commission on Ocean Policy released its long awaited Preliminary Report with recommendations for a coordinated national ocean policy. One of its key recommendations is that Congress should pass an organic act for NOAA. I have already introduced my bill creating such an organic act (H.R. 4546). This bill Mr. GILCHREST and I are introducing today is the Administration's response to the recommendation.

I look forward to working with Mr. GILCHREST and the Members of the Science Committee and the Resources Committee as we consider comprehensive legislation for NOAA.

HONORING MAYOR LUIS E. MELENDEZ CANO OF VEGA BAJA, PUERTO RICO

HON. LUIS V. GUTIERREZ

OF ILLINOIS

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 17, 2004

Mr. GUTIERREZ. Mr. Speaker, I rise today to recognize and honor an exemplary public servant from Puerto Rico, the Honorable Luis Melendez Cano, mayor of the City of Vega Baja.

Luisito, as he is popularly known, has been Mayor of the City of Vega Baja since January 1973. Luisito, who also is a pharmacist, earned the rank of Captain in the U.S. Army National Guard and became Mayor at age 33.

Luisito has served the citizens of his fast-growing city with enthusiasm, a strong sense of patriotism and total devotion to the highest ideals of public service. He is known and respected for his honesty and dedication to the best interest of the people he serves.

Mr. Speaker, public service is one of the highest callings an individual can embark on. Please join me in recognizing the stellar record of this dedicated public servant. A man who committed himself to the improvement of the City of Vega Baja and its people.

Luisito, I congratulate you for your many years of selfless public service, and I wish you and the people of your city much success in your future endeavors.

COMMEMORATION OF DELTA AIRLINE'S 75TH ANNIVERSARY

HON. JOHN L. MICA

OF FLORIDA

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 17, 2004

Mr. MICA. Mr. Speaker, it is my pleasure to congratulate Delta Airlines on the 75th anniversary of the airline's first passenger flight, June 17th, 1929.

Delta has a long and storied history in aviation development in America. Starting as a small crop-dusting business in Monroe, Louisiana under the name of Huff Daland Dusters in 1923, C.E. Woolman and his associates acquired it in 1928. A company secretary came up with the name Delta after the airline's location near the Mississippi River's outlet to the Gulf of Mexico. By 1929 the company had its first passenger plane. Seventy-five years ago today, a Delta Airlines plane carried passengers for the first time from Monroe to Dallas, Texas.

While competitors faltered during the Great Depression, Delta survived by teaching flying as well as providing maintenance and hangar rentals to other airlines at its Monroe base. Delta won a bid for a federal postal contract in 1934, giving the airline a route from Charleston, South Carolina to Fort Worth, Texas. As the airline grew Delta split the route into two parts—eastbound to Charleston and westbound to Dallas and Fort Worth, later linking them up in Atlanta. With this route and passenger service as reliable sources of income, Delta grasped the opportunity to evolve into one of the most successful airline companies in the United States. Today Delta serves 209 domestic cities in 46 states, the District of Columbia, Puerto Rico, and the U.S. Virgin Islands, as well as 48 international cities in 32 countries. As Chairman of the Subcommittee on Aviation, I am pleased to recognize Delta's great contribution to the transportation industry.

TRIBUTE TO DRURY SHOEMAKER

HON. JOHN J. DUNCAN, JR

OF TENNESSEE

IN THE HOUSE OF REPRESENTATIVES

Thursday, June 17, 2004

Mr. DUNCAN. Mr. Speaker, as we have just recently reflected on the loss of President Reagan and have also recently remembered those who have given their lives in defense of this great Nation on Memorial Day, I wanted to also pay tribute to the late Drury Shoemaker of my District in Tennessee.

Drury's beloved widow, Hazel, sent me a nice note in remembrance of her late husband, who served in the United States Marine Corps. Drury Shoemaker was a fine Marine, part of the C-1-28-5th Division that participated in the battle of Iwo Jima. He survived the War, but later took ill as a result of exposure to radiation from the Hiroshima nuclear explosion. Drury went to be with the Lord on December 11, 2001.

Known as Papaw to his special grandson Darrian, Drury often spoke of taking his wife and grandson back to Iwo Jima to share with them such an important place in his life. Unfortunately, his health did not allow for that special trip.